



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

August 21, 2020

Subject: NTSB investigation ERA17MA316, N146DU, BK-117-C2, Hertford, North Carolina, September 8, 2017.

Jason Quisling, Director of Safety, Air Methods Corporation, provided the following information in an email on August 21, 2020:

It has been our experience in the EC145 [also known as the BK-117-C2], training in both the Level D simulator and in the aircraft using power limitations representing actual OEI [one engine inoperative] limits, the aircraft is capable of performing flight operations that are not reflected by the basic OEI EP [emergency procedures] description.

We have demonstrated that if a pilot is able to maintain approximately 40 KIAS [Knots Indicated Airspeed] it is possible to maintain forward flight in all but the most extreme weight/ temp combinations a forward flight with some type of climb performance is achievable. Additionally when performing OEI landings it is also possible for a pilot to maintain an airspeed well below 65 KIAS and with power applied keep a rate-of-descent below 300 fpm. In stabilized conditions like this, it is possible to fly the aircraft into ground effect at a low speed and ultimately terminate an approach to the ground at zero to near-zero forward ground speed. While maintaining a stabilized hover at 3 feet is generally an unlikely outcome, management of the remaining power, combined with increased performance of ground effect, a low rate-of-descent, and RPM control consistently gives a pilot the ability to control the touchdown with precision. At the weights and temperate/ altitude combinations for the accident aircraft, this type of an OEI landing should have been possible.

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